

Czechoslovakia
COUNTRY Approved For Release 2006/04/18 : CIA-RDP82-00457R014300290008-8TOPIC 1. Prague-Kbely Airfield
2. Air Activities and Aircraft Production in the Prague AreaEVALUATION ☐ 25X1 PLACE OBTAINED ☐ 25X1

DATE OF CONTENT 15 to 21 June 1952

DATE OBTAINED ☐ DATE PREPARED 16 September 1952

REFERENCES 25X1

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

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Prague-Kbely Airfield.

1. Prague-Kbely airfield (O 51/L 89) southwest of Kbely covered an area of about 2,200 x 1,000 meters. Its soil is loamy, and the landing field had a grass cover. The installation was surrounded by a wire fence 2 meters high, and along the Prague-Mlada Boleslav (O 51/B 02) highway it was protected against observation by a thick hedge. In the extension of the old runway, the field sloped slightly toward east-northeast in the direction of the railroad line. Mounds of earth and large quantities of sand to be used for the extension of the old runway, which was about 1,500 meters long and 50 meters wide, were seen there. ☐ 25X1
- ☐ this runway was provided with a new concrete surface in the spring of 1952. A large concrete mixing machine was seen at the east-northeastern border of the airfield. About 50 construction workers were also observed there on several days.
2. All the buildings of the installation had been erected on its west-northwestern border along the Prague-Mlada Boleslav road. Beginning at the south, the first building was a flat-roofed structure about 80 meters long and 8 meters wide, the second and third were two hangars with iron vaulted roofs, one 30 meters long and 16 meters high, the other 20 meters long and 12 meters high. There was a third hangar after a gap of about 120 meters. This structure, which consisted of three sections, was 60 meters long and 12 meters high. After the latter hangar were two other buildings, which apparently housed workshops. Aircraft, some of which were covered with tarpaulins, were soon parked in front of them. Concrete aprons were available in front of all the hangars and the latter two buildings. On the west side of the road, there was a circular water tower about 25 meters high. Two four-story barracks buildings occupied by air force personnel and guarded by sentries who wore gray-blue uniforms were located opposite the northern corner of the installation. (1)
3. Aircraft observed at the installation included:
- Type a: An obsolescent commercial low-wing monoplane fitted with three radial engines and a three-bladed propeller. The leading edge of the wing was tapered and the trailing edge was straight; the plane had cut-off wing tips. A step was conspicuous in the fuselage aft of the window in the nose. The craft was fitted with a single rudder assembly and a tail wheel, and appeared to be of all-metal construction.
- Type b: A twin-engine, low-wing monoplane fitted with two in-line engines mounted in

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the wings and projecting about one third beyond the wings; it had tapering rounded off wings. The front section of the fuselage was very short and had a plexiglass nose. The craft was fitted with a double rudder assembly; no cabin was observed. (2)

4. During the night of 20 to 21 June 1952, two searchlights located near Bradecany (O 51/L 78) tried to spot a single-engine plane flying at an altitude from 1,000 to 1,500 meters. The plane, apparently no jet plane, tried to avoid the searchlight beams by banking and diving. (3) Air activity observed between 1 and 5:30 p.m. on 21 June included:
- 1:35 p.m. Take-off in a south-southwesterly direction by two twin-engine planes at an interval of about 50 meters. After the take-off, the planes banked toward the east and landed again after about 10 minutes. They then taxied to the building in the middle of the west-northwestern airfield border.
- 2:45 p.m. The same two planes took off and landed again at 3:15 p.m.
- 4 p.m. The same two planes took off individually. They did not land prior to 5:30 p.m.
- 4:10 p.m. A black three-engine plane of the type described above landed at the field and was parked in the aircraft dispersal area. On the afternoon of 21 June, there was little activity at the field. No ground personnel were seen, and the buildings were apparently locked. Only from the east-northeastern border of the installation was the sound of any activity heard. Possibly work on the extension of the runway was performed there. The weather was hazy and windy; visibility was about 1,200 meters. (4)

Air Activity over Prague-Mimon. (O 51/F 95)

5. [redacted] jet fighters were seldom seen over Prague, but individual jet fighters were frequently observed north of this city. One or two jet fighters were occasionally seen at a great altitude over Cesky Dub (O 51/G 15). These planes, which, allegedly came from Mimon airfield, had swept-back wings.
6. [redacted] a technical school at Blada Boleslav, this institute had specialized on aircraft designs and organized training with powered aircraft. In April 1952, when a Pieseler Storch type plane flew from Blada Boleslav toward Mimon and approached Mount Bezdez (O 51/F 93), red flares were fired from the direction of Mimon. When the plane continued its course, [redacted] a jet fighter, which had taken off from Mimon airfield and which forced the Storch to change its course. [redacted] the Czech Army had forbidden visits to Mount Bezdez, because the military airfield could be observed from its top. (5)

Aircraft Production.

7. On 20 June 1952, [redacted] northwest of Kbely, he observed a plane in the air which apparently was a jet plane. The craft approached from the southeast and landed behind the buildings of the Avia Aircraft Plant in Cakovice (O 51/L 89). (6)
8. On 17 June, [redacted] the Avia Aircraft Plant in Letnany (O 51/L 89) had transferred its bus department to Mnichovo Hradiste (O 51/G 13) prior to Christmas 1951 and that only aircraft were being manufactured at the Avia plant after that date. The production of jet fighters at Letnany was supervised by military personnel. [redacted] no aircraft engines were manufactured at this plant. Apparently, the planes are only assembled there and tested at the local factory field. (7) On 21 June 1952 [redacted] according to local construction workers, jet fighters were being manufactured at the Avia Plant in Cakovice and tested at the local factory field. (6)

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9. [redacted] the Pal firm in Hodkovice (O 51/G 15) was manufacturing electric equipment for aircraft and that this equipment was delivered to the Avia Plant in Letnany. (3)

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- [redacted] Comments.
- (1) The data on the location, size and installations of this field are believed to be correct. The reported extension of the runway of the field toward the east-northeast appears probable.
 - (2) It is believed that type a was a Junkers-52 plane and that type b a Siebel-204 craft, which was redesignated C-203.
 - (3) Searchlight practices were previously observed over Prague-Hradcany. The aircraft observed probably did not take off from Prague-Kbely airfield, but was stationed at some other installation.
 - (4) From these observations it is inferred that the Prague-Kbely airfield is no longer occupied by a fighter regiment of the Czechoslovakian Air Force. For the duration of the construction work at this installation, this regiment probably moved to some other airfield. However, an air transport unit seems to be located at this field.
 - (5) It is believed that jet fighters are stationed at Milovice and Linon airfields north of Prague. The security measures taken in the vicinity of Linon were previously known. It is believed that an important airfield is being constructed there. Mount Pezdes is about 10 km south of this installation.
 - (6) The manufacture of MiG-15s at the aircraft plants in Letnany, probably the Rudy Letov Plant, and possibly also at the Avia Plant, may be considered as being confirmed by several individual reports and from an evaluation of press reports. However, because of their dimensions, the factory fields at Prague-Letnany and Prague-Cakovice are hardly suitable for jet aircraft. If the information on the landing of a jet plane there should be correct, these airfields must have been enlarged in the meantime. However, no information on the enlargement of these installations has been received to-date.
 - (7) No other information has been received that the manufacture of buses was transferred from the Avia Plant in Letnany to Knichovo Hradiste.
 - (8) The small Palux branch plant of the rail works, an aircraft and motor vehicle delivery plant, is located at Hodkovice.

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